

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT NO. [REDACTED]

SUBJECT 1. S-199 and New Jet Aircraft
2. Use of Hydraminium in Aircraft Engines

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REFERENCES 25X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1 1. During the summer of 1952, [REDACTED] Piestany Airfield [REDACTED]
[REDACTED] presence there of one S-199 (Stihac-199), which was the Czech designa-
25X1 tion given to the improved version of the World War II German ME-109. [REDACTED]
25X1 there two OS-199's, dual-cockpit trainer versions of this plane. [REDACTED]
25X1 sketch of the ME-109G, and the S-199 was similar in appearance to it. [REDACTED]
25X1 the
25X1 engine of the S-199 was an improved version of the ME-109G engine, affording the
25X1 S-199 a top speed of 750 km. per hour. (See Annex A for [REDACTED] sketch of the
25X1 OS-199).

25X1 2. [REDACTED]
25X1 [REDACTED] two single-engine jet aircraft had been test flown in October 1951. [REDACTED]
25X1 [REDACTED] both aircraft
25X1 were still being worked upon and undergoing test flights. The test pilot's name
25X1 was (fnu) KORINEK, a civilian pilot. An instructor at Dolny Kubin [REDACTED]
25X1 [REDACTED] stated that near vertical flight was being attained immediately
25X1 after take-off. [REDACTED]
25X1 [REDACTED] following description

- 25X1 a. Each aircraft had a single turbo-jet engine, natively designed from a German
25X1 Jumo type jet engine. [REDACTED] thrust figure [REDACTED]
25X1 [REDACTED] was either 13,000 kg. or 30,000 kg.
25X1 b. Each aircraft had swept back wings.

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(Notes: Washington Distribution Indicated By "X", Field Distribution By "#".)

- 25X1 c. One aircraft had twin vertical stabilizers placed at the extreme tips of the horizontal stabilizer. The other aircraft had a single vertical stabilizer. /See Annex B for [] sketch of the tail assembly/
- 25X1 d. Rockets were employed to assist take-off in each aircraft.
- 25X1 e. Armament consisted of several two-centimeter guns in each aircraft. []
- 25X1 3. While at Dolny Kubin, the cadet class was told by instructors that a new type of metal, Hidumminium, was used in the construction of connecting rods and pistons employed in the Walter Minor M4, III type engine. This power plant was used in the Trener C-105, Bkr C-106, Sokol, Aero-45, and Hodek type aircraft. []
- 25X1 [] there were two types, Hidumminium RR 56 and RR 59. The RR 56 was very hard and durable. The RR 59 was utilized for the manufacture of pistons, was very resistant to heat, and had a very small heat expansion coefficient. Both types were drop forged (Vykovek), had to be highly polished, and possessed a very smooth finish. All pits were removed. []
- 25X1 [] if a pit remained, it would cause the connecting rod or piston to break at the point of the pit. The connecting rods had an "I" profile to give added strength. It was further stated that all aircraft would be so modified in the very near future. [] this metal in 1952 [] was grayish white and a very light metal. It was lighter in color than manganese. The metal was manufactured in Czechoslovakia. []

ANNEXES:

- 25X1 A - [] Sketch of the CS-199
- 25X1 B - [] Sketch of the Tail Assembly of New Jet Planes

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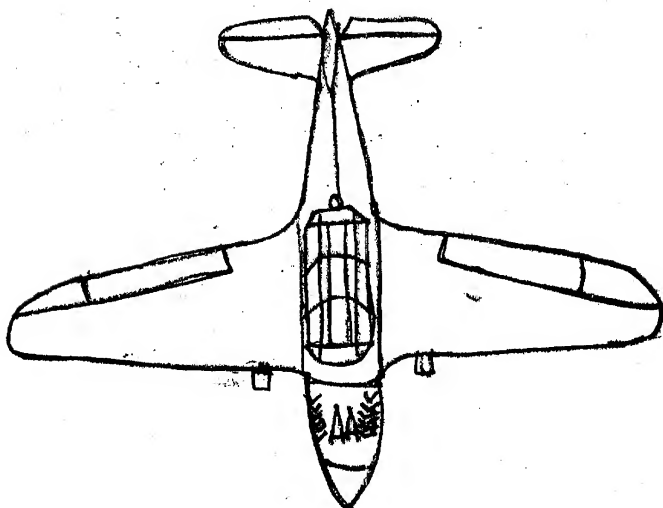
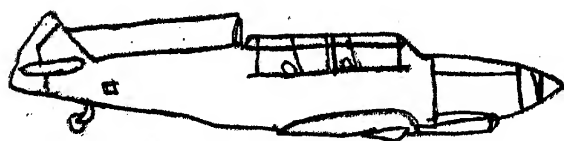
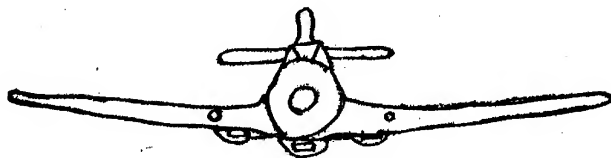
ANNEX

A

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Sketch of the CS-199



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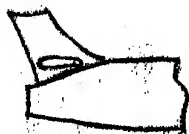
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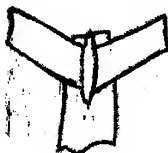
ANNEX B

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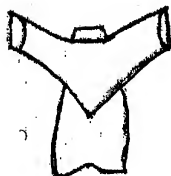
Sketch of the Tail Assembly of New Jet Planes



Single Vertical Stabilizer



Twin Vertical Stabilizer



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